



SAFETY Network

August 2010

www.michigan.gov/ohsp

David Schieber honored with MADD Prosecutor Life Saver Award

David Schieber was known for his brilliant legal mind and uncommon intuition, gifts that colleagues say gave him an uncanny ability to get inside the minds of victims, witnesses, and criminals.

Schieber, a Kent County assistant prosecutor, successfully prosecuted many of the county's highest profile and most challenging drunk driving cases. He was diagnosed with non-Hodgkins lymphoma in 2005 and died on September 14, 2009.

On July 30, Anne Schieber, and his two daughters, Allison and Isabelle, were presented with the inaugural David Schieber Mothers Against Drunk Driving (MADD) Prosecutor Life Saver Award during the Prosecuting Attorney's Association of Michigan Annual Conference.



Pictured are (l. to r.) Laura Dean-Mooney, MADD National President, Isabelle, Anne, and Allison Schieber, family of the late David Schieber, Jason Hamblen of the Office of Highway Safety Planning, and Kenneth Stecker of the Prosecuting Attorney's Association of Michigan.

The award was presented by MADD National President Laura Dean-Mooney, Kent County Prosecuting Attorney William Forsyth, and Jason Hamblen of the Office of Highway Safety Planning.

In describing Schieber's twenty-eight-year career, Forsyth said, "Schieber's presence in the office gave younger attorneys a chance to learn from the very best. They came to him for advice and he gave freely of his time, experience, and knowledge. There will never be another one like him."

The MADD Prosecutor Life Saver Award was first presented in 2006, and is annually awarded to Michigan prosecutors whose work exemplifies the ideals of MADD.

Second National Distracted Driving Summit announced

U.S. Transportation Secretary Ray LaHood recently announced the second National Distracted Driving Summit on September 21 in Washington, D.C. To build on the growing momentum sparked by the first summit last fall, Secretary LaHood will convene leading transportation officials, safety advocates, law enforcement, industry representatives, researchers, and victims affected by distraction-related crashes to address challenges and identify opportunities for national anti-distracted driving efforts.

Last fall, Secretary LaHood sparked a national conversation on distracted driving when he held a Distracted Driving

Summit in Washington, DC. The Obama Administration immediately enacted an Executive Order banning all text messaging by four million federal employees while driving government-owned vehicles, while driving any vehicle on official government business, or using mobile devices issued by the government while behind the wheel. Secretary LaHood also taped a public service announcement and launched a new government website - www.distraction.gov - to provide the public with a comprehensive resource about how to get involved.

At this year's event, experts from around the country will explore accom-

plishments since the first summit, as well as the many challenges that lie ahead. Key topics will include research, technology, policy, public outreach, and best practices in enforcement.

Research by the National Highway Traffic Safety Administration shows that in 2008, nearly 6,000 people died and more than half a million were injured in crashes involving a distracted driver. More than 20 percent of all crashes that same year involved some type of distraction.

Additional details about the conference will be released as they become available at www.distraction.gov/2010summit.

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Yesh named commander of Traffic Safety Division



First Lieutenant Monica Yesh, a twenty-three year member of the Michigan Department of State Police (MSP), was promoted to captain and commander of the MSP Traffic Safety Division in June. She replaced Captain Robert Powers who retired earlier this year.

As commander of the Traffic Safety Division, Captain Yesh is responsible for providing leadership in the areas of commercial vehicle enforcement, Motor Vehicle Code, and training for law enforcement officers in alcohol enforcement, accident reconstruction, and speed enforcement.

Captain Yesh has served at the Flat Rock, Northville, Bridgeport, Detroit, Jackson, and Metro South posts. She also worked undercover for the Western Wayne Narcotics division. Prior to her promotion, Captain Yesh was the commander of the Livingston and Washtenaw Narcotics Enforcement Team.

A member of MSP's 102nd Trooper Recruit School, Captain Yesh holds a bachelor's degree in criminal justice from Michigan State University and a master's degree in information technology from Eastern Michigan University. She is a graduate of the FBI National Academy and the Eastern Michigan University Staff and Command school.



Teens participate in Ford Driving Skills for Life program at MSP drive track

Experts from the Michigan State Police (MSP) Precision Driving Unit provided advanced, in-vehicle driving instruction to nearly 100 teenage drivers as part of the Ford Driving Skills for Life (DSFL) program on August 7.

The free event was sponsored by the Ford Motor Company Fund, Governors Highway Safety Association (GHSA), and Office of Highway Safety Planning. It took place at the MSP Training Academy's Drive Track.

DSFL is designed to assist young drivers improve their skills in four key areas that are critical factors in more than 60 percent of teen vehicle crashes: hazard recognition, vehicle handling, space management, and speed management.

Ford and GHSA established Driving Skills for Life in 2003 to teach teens the necessary skills for safe driving, beyond what is taught in traditional driver's education classes.

Teens from Calhoun, Clinton, Eaton, Genesee, Ingham, Ionia, Kalamazoo, Lapeer, Livingston, Macomb, Oakland, and Wayne counties attended the one-day event.

OHSP promotes motorcycle safety at Muskegon Bike Time



The Office of Highway Safety Planning (OHSP) promoted its Ride Safe to Ride Again motorcycle safety campaign at the 4th annual Muskegon Bike Time event July 16-18.

To promote the campaign, OHSP hosted a booth at the event, raffling off five motor-

cycle helmets and providing information about the Ride Safe to Ride Again campaign. OHSP also provided information about rider training, endorsement, and licensing to several thousand motorcycle enthusiasts. Michigan State Police (MSP) Trooper David Cope of the Rockford Post was on site to display the MSP motor unit and answer questions from the public about motorcycles and traffic safety.

Ride Safe to Ride Again is a campaign aimed at motorcyclists with the goal of preventing single-rider crashes. It promotes three key skills: handling curves, moving your eyes and head in the direction you want to turn, and proper use of the front brake. The campaign features cable TV advertising, billboards, and internet ads.

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Director's Corner

UNRESTRAINED FATALITIES/INJURIES WARRANT CONCERN

Michael L. Prince, Director, Office of Highway Safety Planning

While Michigan has enjoyed several years with seat belt use rates in excess of 90 percent, an analysis of unrestrained fatalities and injuries from 2007-2009 shows that the problem of non-belt use still warrants continued attention. Over that time period Michigan recorded 682 people killed and 2,222 seriously injured while riding unrestrained in a motor vehicle. These figures are simply amazing given that Michigan recorded a seat belt use rate of nearly 98 percent last year and the highest use rate in the country for two consecutive years.

This drives home the point that while Michigan has had a primary belt law for nearly ten years, continued strict enforcement of that law is necessary and warranted if we are to see fatality and injury decreases in the next few years.

Of particular interest was an analysis on the locations, days of the week, and times of the day where the most violations are taking place. The counties with the highest incidence of unbelted fatalities and injuries included Wayne, Oakland, Macomb, Washtenaw, Monroe, Genesee, and Kent counties. The worst day of the week was Saturday and the worst times were from 11 p.m. Friday to 4 a.m. Saturday, and Saturday evening from 7 p.m. through 4

a.m. Sunday. While as you would expect, the weekends have a high percentage of unbelted fatalities and injuries involving alcohol, the overall involvement of alcohol was lower than you might expect. Of the 2,904 total fatalities and serious injuries over the three year period examined, 1,142 were alcohol related, which means we have a lot of sober people who are dying or being seriously injured, unbuckled, who cannot blame their lack of safety belt use on drinking too much.

We are very much aware of the criticism that law enforcement receives over seat belt enforcement because we receive the same letters, emails, and phone calls. We remind people that this is about saving lives and reducing injuries, many of which are disabling and disfiguring, it is not about revenue. If it was about revenue, holding news conferences and publicizing the enforcement locations would hardly be to our benefit. Therefore, we encourage our law enforcement partners to continue a strict zero-tolerance approach to seat belt violations. Michigan's crash data demonstrating the continued problem of unbelted fatalities and injuries clearly supports these efforts



"VINCE AND LARRY" BECOME PERMANENT ADDITIONS TO SMITHSONIAN

The U.S. Department of Transportation recently donated a number of "Vince and Larry" crash-test dummy costumes and related auto safety items to the Smithsonian Institution. These objects now become part of the permanent collection of the Smithsonian's National Museum of American History in Washington, D.C.

Beginning in 1985, the National Highway Traffic Safety Administration promoted highway safety through a series of public service television spots starring actors dressed up as talking crash test dummies Vince and Larry. The spots aired on television and radio and also ran in magazines. The campaign, conducted through 1998, used slapstick humor and comical antics to remind people of the importance of wearing a seat belt.

Nominations sought for GTSAC traffic safety awards

Nominations are being accepted for the 2010 Governor's Traffic Safety Advisory Commission (GTSAC) awards. Each year, the GTSAC honors organizations, programs, and/or individuals by presenting awards for outstanding contributions to traffic safety in Michigan.

Individuals or organizations may be nominated by a person who is familiar with the activities for which the nominee

is being considered. A person/organization may only be nominated in one category. No self nominations are accepted, however, a person may nominate a program, organization, or activity they are involved in.

Nominees must be a Michigan resident or an organization located in the state. All entries must be postmarked on or before November 8, 2010, to be considered.

Entries will be judged by representatives of the GTSAC. Awards will be presented on March 23, 2011, at the Michigan Traffic Safety Summit in East Lansing.

Nomination forms are available at www.michigan.gov/ohsp.



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Fighting drugged driving in Michigan

By Kenneth Stecker

Traffic Safety Resource Prosecutor, Prosecuting Attorney's Association of Michigan

On June 8, 2010, the Michigan Supreme Court ruled that it is not illegal to drive while having marijuana metabolites (11-carboxy-THC) in the body, reversing *People v. Derror*, 475 Mich. 316 (2006). The Feezel Court held that marijuana metabolites are not a controlled substance under state law, and their mere presence cannot be the basis of a conviction under the state's law prohibiting the operation of a vehicle with any presence of a Schedule 1 drug.

The court stated that "11-carboxy-THC is not a Schedule 1 controlled substance under MCL 333.7212 [controlled substances act] and, therefore, a person cannot be prosecuted under MCL 257.625(8) for operating a motor vehicle with any amount of 11-carboxy-THC in his or her system."

In the opinion, the court noted that Michigan is now a medical marijuana state and that allowing *Derror* to stand would unfairly impact medical marijuana patients. The court stated as follows:

"Moreover, in 2008 the People of the State of Michigan legalized the use of marijuana in limited circumstances. The Michigan Medical Marihuana Act declared that "changing state law will have the practical effect of protecting from arrest the vast majority of seriously ill people who have a medical need to use marijuana." MCL 333.26422(b).

Under the majority's interpretation of the statute in *Derror*, however, individuals who use marijuana for medicinal purposes will be prohibited from driving long after the person is no longer impaired. Indeed, in this case, experts testified that, on average, the metabolite could remain in a person's blood for eighteen hours and in a person's urine for up to four weeks. As a result, "long after any possible impairment from ingesting marijuana has worn off, a person still cannot drive according"

to the *Derror* majority's interpretation of the statute.

Thus, under *Derror*, an individual who only has 11-carboxy-THC in his or her system is prohibited from driving and, at the whim of police and prosecutors, can be criminally responsible for choosing to do so even if the person has a minuscule amount of the substance in his or her system. Therefore, the *Derror* majority's interpretation of the statute defies practicable workability given its tremendous potential for arbitrary and discriminatory enforcement."

Also, footnote 16 in the majority's opinion reads as follows:

"We do not, as the partial dissent suggests, imply that the legalization of marijuana for a limited medical purpose is "equated with an intent to allow its lawful consumption in conjunction with driving" or that marijuana itself should no longer be on the list of Schedule 1 controlled substances. We merely note that, under the *Derror* holding, those qualified individuals who lawfully use marijuana in accordance with the Michigan Medical Marihuana Act are prohibited from driving for an undetermined length of time given the potential of 11-carboxy-THC to remain in a person's system long after the person has consumed marijuana and is no longer impaired."

WHAT THIS DECISION MAY MEAN IN THE FUTURE?

An operator can still be prosecuted for operating while intoxicated or impaired by the ingestion of marijuana. If the chemical test shows the presence of THC, as opposed to just the presence of 11-carboxy-THC, he or she can also still be prosecuted for operating with the presence of a Schedule 1 controlled substance. However, if the Michigan State Police (MSP) laboratory finds only 11-carboxy THC in the driver's system, then the prosecutor

will have to use other evidence to show that the defendant was under the influence of marijuana.

Similar to an OWI with alcoholic liquor where there is no chemical test result, this type of case will have to be proven by other means such as witness statements, calculation as to how long ago the THC might have been present, the manner of driving, and the physical and mental conditions of the defendant at the time of driving.

This is the very reason why the Michigan Office of Highway Safety Planning with the assistance of MSP and the Prosecuting Attorneys Association of Michigan will continue to offer Advanced Roadside Impaired Driving Enforcement (ARIDE) training to law enforcement officers and prosecutors.

ARIDE is an impairment-based approach training to drugged driving. Decisions such as *Feezel* will lead to an increased emphasis on these impairment-based approaches. An ARIDE course is planned for September 28-29 at the MSP Academy. Contact MSP Sergeant Michelle Robinson at (517) 322-1507 for registration information.

For more information on these cases and statutes and PAAM training programs, contact Kenneth Stecker, Traffic Safety Resource Prosecutor, at (517) 334-6060 or e-mail at steckerk@michigan.gov. Please consult your prosecutor before adopting practices suggested by reports in this article.



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New iPhone app helps find safe and sober rides home

Officers working this year's end-of-summer drunk driving crackdown are being assisted by a first-of-its-kind iPhone app, the Michigan DUI Tracker. The app seeks to make enforcement visible in a unique way, using the phone's GPS system to remind users that enforcement can be anywhere at any time – including just down the street or around the corner.

Because officers are always on the lookout for drunk drivers, app users are presented with a list for calling a taxi or a friend for a safe and sober ride home.

The statewide, *Drunk Driving. Over the Limit. Under Arrest.* crackdown kicked off August 19 and runs through the Labor Day holiday weekend. More than 200

law enforcement agencies in thirty counties received federal traffic safety dollars to conduct extra patrols during the time period in an effort to deter motorists from driving drunk.

In 2009, there were 299 alcohol-related traffic deaths, a decrease of 5.7 percent from 2008. Although the number of alcohol-related traffic deaths declined last year, crashes involving alcohol are eight times more likely to be fatal.

Motorists convicted of a first drunk driving offense face up to 93 days in jail, up to a \$500 fine, up to 360 hours of community service, six points on a driver's license and up to 180 days' license suspension. In addition, convicted drunk drivers will be

subject to a \$1,000 fee for two consecutive years, for a total of \$2,000 in additional costs. Anyone who refuses a breath test the first time is given an automatic one-year driver's license suspension.

2009 Traffic Crash Fact Sheets released

The 2009 Michigan Traffic Crash Fact Sheets are now online at www.michigantrafficcrashfacts.org. Included is information on crashes involving deer, alcohol, bicycles, motorcycles, pedestrians, and various age groups.

July 4th enforcement results in 239 drunk driving arrests, other citations

Michigan law enforcement officers made more than 6,800 traffic stops and arrested 239 drunk drivers during the July 4th *Over the Limit. Under Arrest.* drunk driving crackdown.

Officers in 30 counties took part in the July 1-11 crackdown which was coordinated by the Michigan Office of Highway Safety Planning and funded by federal traffic safety dollars. Grant-funded patrols resulted in the apprehension of 46 fugitives, 28 drug-related arrests, 204 mis-

demeanor and 21 felony arrests. Nearly 200 seat belt and child seat violation tickets, over 1,000 speeding tickets, and more than 2,100 other traffic violation citations were also written.

Last year, one pedestrian died in Michigan in an alcohol-involved crash over the July 4th holiday. Preliminary reports indicate five people were killed during this year's holiday weekend with none of the crashes involving alcohol.

Topic suggestions sought for 2011 Michigan Traffic Safety Summit

The Michigan Office of Highway Safety Planning is seeking ideas for general sessions and workshops for the 16th annual Michigan Traffic Safety Summit, March 22-24, 2011, at the Kellogg Center in East Lansing.

SUGGESTED TOPICS SHOULD:

- >> Appeal to a broad range of traffic safety professionals
- >> Not have been covered at a recent summit
- >> Be relevant for this venue

A topic submittal form can be found at www.michigan.gov/ohsp and is due by September 3.

For more information, contact Kathy Farnum at farnumk@michigan.gov or at (517) 241-2528.



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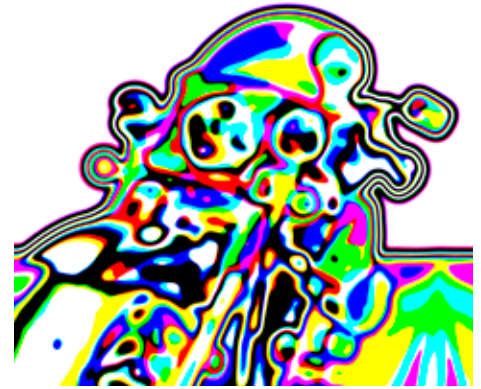
Ride Smart Motorcyclist Safety Conference is September 11

Skilled Motorcyclist Association – Responsible, Trained and Educated Riders, Incorporated (S.M.A.R.T.E.R.) and the Office of Highway Safety Planning are hosting the Ride Smart 2010 Motorcyclist Safety Conference on Saturday, September 11, 8 a.m. to 4 p.m.

The one-day event at the Comfort Inn & Suites Hotel and Conference Center in Mt. Pleasant will feature information about the latest motorcycle safety gear, riding techniques, research, and technology.

Registration is \$45. S.M.A.R.T.E.R. members can register at the reduced rate of \$35. The Comfort Inn Hotel & Suites is the official hotel for the conference. Lodging is \$89 per night. Participants can make their reservations by calling (989) 772-4000. Mention the Ride Smart 2010 Motorcyclist Safety Conference when making the reservation.

To register or for more information, visit <http://smartermotorcyclesafety.eventbrite.com>.



Thumbs on the Wheel campaign highlights driver texting ban

Drivers who text behind the wheel risk not only a traffic crash but a \$100 citation under provisions of a state law that went into effect July 1. The law is designed to keep drivers' eyes on the road and their hands on the wheel.

To encourage awareness and compliance, the Office of Highway Safety Planning (OHSP) recently launched a "Thumbs on the Wheel" campaign that featuring billboards, public service announcements, and posters. OHSP used federal traffic safety funds for the campaign aimed at reducing driver distractions.

The legislation was sponsored by Rep. Lee Gonzales (D-Flint Township), Rep. Gino Polidori (D-Dearborn), and Sen. Roger Kahn (R-Saginaw Township).

The primary enforcement law prohibits drivers from reading, manually typing, or sending a text message while driving. Driving is defined as: operating a mov-

ing motor vehicle on a street or highway. Exceptions are in place for reporting crashes, crimes or other emergencies. Drivers face a \$100 fine for a first offense and a \$200 fine for subsequent violations. No points are assessed or posted to a person's driving record.

Michigan was the 24th state to ban drivers from texting.

Through support from the Outdoor Advertising Association, twenty-four donated billboards around the state remind drivers of the new law and fine. In addition, a public service announcement was made available to broadcast and cable stations statewide.

Nationally, driver distraction is a major focus of the U.S. Department of Transportation and the National Highway Traffic Safety Administration. There are three main types of distraction:

- >> **Visual** — taking your eyes off the road
- >> **Manual** — taking your hands off the wheel
- >> **Cognitive** — taking your mind off what you're doing

While all distractions can endanger drivers' safety, texting is the most alarming because it involves all three types of distraction.

Michigan crash data captures information relative to cell phone use but does not differentiate whether a driver was talking or texting at the time of a crash. In 2009, the state recorded 947 people were using cell phones at the time of a crash.

To view the public service announcement, go to www.youtube.com/ohsp.



What's Ahead

SEPTEMBER

19-25 **National Seat Check Saturday and Child Passenger Safety Week**
www.nhtsa.gov

26-29 **Governors Highway Safety Assn (GHSA) Annual Meeting (Kansas City, Mo.)**
www.ghsa.org

OCTOBER

International Walk to School Month
www.walktoschool.org

4-8 **Drive Safely Work Week**
www.trafficsafety.org

6 **International Walk to School Day**
www.walktoschool.org

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OHSP adds new staff members, makes changes

The Office of Highway Safety Planning (OHSP) has made some changes over the summer with the addition of a new staff member and some new duties for an existing member of the staff.



Kindraka

In July, Melody Kindraka became the newest member of OHSP's Communications Section as the Teen Driver Program Coordinator. Kindraka is primarily responsible for message strategy development, production, implementation, and evaluation of teen driver safety initiatives.

Previously, Kindraka served as the Public Affairs Representative in the Public Affairs Section of the Michigan State Police (MSP).

In this position, her responsibilities ranged from responding to daily media inquiries, to communicating with internal and external audiences in both routine and crisis situations, and providing media relations guidance to MSP work sites. Prior to this position, Kindraka served as the student assistant in the MSP Public Affairs Section.

Kindraka graduated from Michigan State University in 2004, with a bachelor's degree in communication and public relations. She is an active member of the Central Michigan Chapter of the Public Relations Society of America.

In June, Alicia Sledge became the Traffic Records Program Coordinator, where she is primarily responsible for ensuring Michigan has accurate traffic crash data. Sledge over-



Sledge

sees the Michigan Traffic Crash Facts website and publications and grants that provide training to law enforcement on correctly filling out and submitting crash reports.

Sledge joined OHSP eleven years ago as the Alcohol Program Coordinator with additional oversight of the fatigued/distracted/aggressive driving program areas. In 2003 she transferred to the Occupant Protection Program to oversee seat belt and child passenger safety programs. In 2007, she began to assist with coordination of the Emergency Medical Services program.

Michigan Coalition to Reduce Underage Drinking presents awards

The Michigan Coalition to Reduce Underage Drinking (MCRUD) held its annual awards celebration in Lansing on August 27. The following recipients were honored for their contributions to prevent underage drinking:

E.J. McAndrew, Van Buren/Cass District Health Department, received the MCRUD Hero Award for her work implementing the Life of an Athlete program in her regional athletic conferences.

Detective Ken Pelland, Grosse Ile Police Department, received the Local Champion Award for his tireless efforts in overseeing the Downriver Party Patrol Task Force.

Jeff Smith and Girbe Eefsting, Grand Rapids Institute for Information & Democracy, received the Media Shout Out Award for media literacy trainings provided to teens across the state.

Chris Richardson, Prevention Network volunteer, received a special thank you for her work on MCRUD's golf outing fundraiser.



MCRUD award winners include (l. to r.) Detective Ken Pelland, Grosse Ile Police Department, E.J. McAndrew, Van Buren/Cass District Health Department, Chris Richardson, Prevention Network, Girbe Eefsting and Jeff Smith, Grand Rapids Institute for Information & Democracy, and Mike Tobias, MCRUD coordinator.

OHSP CHANGING CORPORATE OUTREACH PROGRAM, TEXTING AND DRIVING WEBINAR PLANNED FOR OCTOBER

The Office of Highway Safety Planning's corporate outreach program is changing. The program, formerly known as Michigan Network of Employers for Traffic Safety, will offer free training webinars to help employers understand new Michigan traffic laws and the implications these laws have for their businesses, as well as educational and promotional materials and traffic safety resources on the web.

The first webinar, Texting and Driving on the Job, is scheduled for late October and will address Michigan's new texting while driving law and what it means for employers. Upcoming webinars will address Michigan's medical marijuana law and upcoming ignition interlock requirements.

For more information or to be added to the invitation list for the webinar, contact Alyson Kechkaylo at kechkayloa@michigan.gov or (517) 241-2546.

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Life of an Athlete program promotes proactive athletic codes

Nearly eighty participants from a dozen Michigan school districts attended the American Athletic Institute's Life of An Athlete (LOA) program at the Michigan State Police Training Academy in June.

The LOA program is designed to confront chemical health issues that today's student-athletes face. These trainings introduce school, law enforcement, and prevention personnel to the LOA program, which joins athletes, parents, and coaches to advocate the non-use of alcohol, tobacco, and other drugs through strong athletic code policies.

John Underwood, founder of LOA, explained how school districts can estab-

lish mandatory seasonal meetings to discuss conditions for involvement, expectations, philosophy, and what it means to be an athlete.

Participants learned about the purpose of an athletic code, what it can impact, and how ensure their code addresses current issues facing student-athletes. They were encouraged to re-write current codes to be proactive character-based documents that support young athletes as opposed to reactive punishment-based documents.

The LOA program also includes strategies for controlling adult fan/stakeholder behaviors of concern, parental issues, and information on the seven standards

for involvement in high school sports: academics, serious criminal acts, out-of-character behaviors, cyber-image violations, drug use, hazing, and performance enhancing drugs and supplements.

Nearly twenty communities across the state have implemented school athlete policies in their school districts or athletic conferences. Michigan's participation in the LOA program is coordinated through the Michigan Coalition to Reduce Underage Drinking (MCRUD).

For more information, contact Mike Tobias, MCRUD coordinator, at miket@preventionnetwork.org or (517) 393-6890.

OHSP and MAPT team up to provide student emergency information packets

More than 18,000 school buses will hit the road this fall equipped with passenger emergency information packets supplied through the Michigan Office of Highway Safety Planning.

The large, clear envelopes will provide drivers a dedicated location for important information about special needs students on the bus. Made of heavy plastic, the packets feature a reflective sticker that states "Student Emergency Information," which can easily be located by first responders.

The packets will contain information about medical conditions or other issues concerning special needs students on the bus which will assist emergency personnel in treating these students in the case of an emergency.

The emergency information packets will be distributed at the Michigan Association for Pupil Transportation fall conference in October.



Entries sought for 2010 MACP Awards

The Michigan Association of Chiefs of Police (MACP) is seeking applications for the 2010 Awards for Excellence in Traffic Safety to recognize and reward the best overall traffic safety programs in the state.

Up to \$75,000 in grants will be awarded to purchase equipment or overtime for traffic enforcement through the Michigan Office of Highway Safety Planning. AAA Michigan will present each finalist agency with a personalized plaque.

Last year, sixteen winning law enforcement agencies used their grant funding to lease motorcycles and purchase equipment such as radars, flashlights, a trailer to store and haul accident investigation supplies, PBTs, license readers, a radar trailer, in-car cameras, and to schedule overtime traffic enforcement patrols.

The requirements for the Awards for Excellence in Traffic Safety have been expanded beyond drunk driving, speed, and seat belts to include all traffic safety programs. To be considered for an award, law enforcement agencies must submit an application that documents their agency's efforts and effectiveness in conducting traffic safety programs.

The application must describe in detail the problem, partnerships established, solution(s) implemented, and the impact. Applications can be downloaded at www.michiganpolicechiefs.org.

Entries should be mailed to MACP, 2010 TS Awards, 2133 University Park Drive, Suite 200, Okemos, MI 48864-3375 and must be received by Friday, December 17.

For more information, contact Jamie Foster at (517) 349-9420.

SAFETY Network

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